

Industry Meeting:		SC-186 WG4 ASSAP MOPS				
No.	Item	Assignee	Date Due	Open / Closed	Comments	Solution
9	Due to time limitations the presentation was not completed. Slide 35 identified Latency/Performance Issues which are to be reviewed by the next ASSAP meeting in June. <ul style="list-style-type: none">• Latency for the combination of ASSAP and the CDTI shall (R3.210) be less than 400 ms for targets that are used by coupled applications, targets against which there is an alert, and the 10 highest priority targets.• Latency for the combination of ASSAP and the CDTI shall (R3.210) be less than 1 second for targets which are not intended for coupled applications, have no active alerts, and are not included in the highest 10 priority targets.• Track estimation shall (R3.188) extrapolate all established tracks to a common time within one-second of delivery to ASA applications or the CDTI interface.• The tracking function shall (R3.178) terminate a track when the maximum coast interval has been exceeded for all of the applications for which the track is potentially being used.• The maximum latency of the navigation data outputs to the ASA system will be less than 2 seconds (ASA MASPS, Page 144)• Selected App, Selected Target, flight crew selections, etc.• TCAS availability when ASSAP is failed?	Larry Bachman & Randy Sleight -Jonathan Hammer & Joel Wichgers will Assist	Oct '07	Open	R3.210 is open for modification in the ASA MASPS. An issue paper is needed to change these values since they are shall requirements in the ASA MASPS. Reference Issue SP7, SP8, SP9.	
46	Determine if ADS-B availability studies in regards to NIC and SIL exist.	Don / Jonathan	Oct '07	Open	Pending application studies. One application at a time. Issue paper needs to be written to address any issues with the integrity and accuracy thresholds in the ASA MASPS.	
65	Randy's presentation (ASSAP-WP08-12) determined that the CD application's altitude coverage volume should be +/- 20,600 ft instead of +/-15,600 ft as defined in the ASA MASPS. APL will verify how the ASA MASPS determined the coverage to be +/-15,600ft. Changing the requirement from the ASA MASPS needs to be considered. If so, then a white paper is required to deviate from the ASA MASPS requirements.	APL	Oct '07	Open	Reference group meeting minutes #4. The issue has been discussed and has been addressed in the MOPS. This issue paper needs to address the deviation from the ASA MASPS.	
80	Review section 2.1 with CDTI group	All	Oct '07	open		
82	Add definition for "coast interval" and "uncompensated latency"	Mike Callaham	Oct '07	open		
84	Write issue paper on changes to ASA requirements for data dropouts in Evacq and ASSA	Don Walker	Oct '07	open		
86	Based on the reported NACv, create velocity thresholds for invalidating track angle. The quality of track angle determined by velocity coordinates may be in question below some velocity.	Jonathan		Open		
87	Add a brief application description to each application section in the MOPS document.	Application section assignees		Open		
88	Add a table to the MOPS document that summarizes NIC, NAC, SIL requirements for all applications.	Don Walker		Open		
90	MITRE will re-write the CD MOPS requirements based on reducing the scope of the requirements due to the alerting thresholds not being mature.	Jonathan, Ganghuai		Open		

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91	Verify that using the own-ship position and velocity from the surveillance source based on DO-302 STP MOPS for the CDTI will not cause any installation issues. Specifically when the CDTI is integrated with cockpit MFDs.	Dean, Taji		Open		
92	Evaluate the application and tracking affects of extrapolating NACp and NACv. Specifically during coasting times (e.g. 24.2s for EV Acq.). The application coast times may be changed based on this evaluation.	Larry Bachman		Open		
93	Best track selection currently is based on SIL, NIC, NACp, and NACv (in this order of priority) per Joel's white paper. This will only be used in corner cases. But TIS-B will always have a SIL and NIC of 0 therefore this implementation does not make since. APL will change the requirement to always choose the ADS-B track unless it has coasted past the value for EV Acq.	Larry Bachman		Open		